AMONG THE AUTOMOBILISTS

M. BUTLER ANNOUNCES CON-EST BOARD APPOINTMENTS.

Have Four Active Members and a Larger Number of Associates-Hupmobile and Pierce-Racine Cars Are

M. Butler, chairman of the contest rd of the American Automobile Assot Speare of the A. A. A. had appointed active and associate members who are serve on the contest board and the committee during the present The contest board is scheduled to id its first meeting for 1910 next Wednes at the office of the contest board chair-

The active members of the contest board, bo with Chairman Butler will do the ik of the work of the board, are: David escroft, Chicago; S. B. Stevens, Rome, Y.: T. A. Wright, Wilkesbarre, and seph H. Wood, Newark, Mr. Beccroft president of the Chicago Motor Club and is head of its technical committee for veral years. Mr. Stevens has been a miber of the Automobile Club of America's test committee for several years and well known amateur contest driver. Mr. fight is one of the most active members the Wikesbarre Automobile Club. Mr od was formerly president of the New sey Automobile and Motor Club of irk and is a member of the club's

The associate members of the board in-ide the following: Harry W. Knights, iston; C. H. Gillette, Hartford; P. D. iwell, Philadelphia; Henry J. Spuhler, tteburg; Mason B. McLoughlin, Clevend: George Lane, Detroit; Charles W. ; James T. Drought, Milwankee; Frank Le Joyce, Minneapolis; Harvey Grauger, Syancah; William G. Humphreys, At-anta; T. C. Campbell, New Orleans; E. H. en, Dallas; G. P. Bullard, Phoenix, Starks, Portland, Ore.: R. P. Hillman, os Angeles, and Ralph W. Smith, Denver. The technical committee of the contest rd is made up as follows: Alden L Murtry, New York, chairman; David ecroft, Chicago, Henry Souther, Hart-d: Alexander Churchward, Schenectady, d F. E. Edwards, Chicago. Additional imbers of the technical committee will appointed for the middle West, Pacinc ast and the southern sections of the

At their regular meeting last week the members of the Motor Glub of Harrisburg nominated the following candidates to be voted on at the annual recting on Monday, February 7: Presidert, W. O. Hickok 3d; first vice-president, Frank H. Bomgardner; second vice-president, Dr. John Oenslager: treasurer, John C. Nissley; seretary, J. Clyde Morton. For the board of governors, Frank J. Brady, O. C. Robertson and H. G. Weight were nominated to succeed C. G. Nissley, Roy W. Senseman and Dr. John Oenslager.

Reports were received from the various committees and ecoperation was pledged the American Automobile Association in its efforts to have a Federal automobile bill passed at the present session of Congress.

"We think we have gauged the popular mind accurately in adopting the left hand-drive," says R. E. Olds, president of the Reo Motor Car Company. "One day of snew, slush and ice should satisfy any one that the new method is bound to become practically universal before very long, the statutes and local ordinances in nearly II States requires vehicles not in motion to be so placed on streets and highways that the right side of the car is next to the curbing. With the levers and the tire trunk on the left or inner side of the car the occupants of the front seat may step directly upon the sidewalk.

"Not so with the right hand drive. With the passenger must take the alternative

Not so with the right hand drive. With the passenger must take the alternative of either climbing over the levers out upon the aidewalk or else alight at the left side of the car out in the dirt, and, show slush or lee and then wade for the sidewalk via the front or rear of the car. Then there are important points of safety, comfort, economy and efficiency that favor the new method. It is for these and other reasons that so many lay and expert motorists are strongly advocating the left hand drive. Doctors, real estate men, contractors, farmers, clergymen and other business and professional men who largely do their own driving are pleased with the innovation.

Consul Rufus Fleming advises that the next exhibition of motor cars—the thirteenth of the series—under the auspices of the Scottish Motor Trade Association (Limited), 13 York place, Edinburgh, will be held in that city from January 28 to be held in that city from January 2s to February 5, 1910. This is the only annual motor car show in the United Kingdom outside of London. Up to November 10 seventy-five firms had secured stands for the coming exhibition. Several American cars are to be shown. The leading Scotch dealers in cars and accessories are anticipating unusual activity in the trade next year.

Following the setirement of J. C. Matlack from the Michella Tire Company, as announced some weeks ago, J. Hauvette-Michelin has been elected vice-president and general manager, with headquarters at the general offices and factory, Milltown, New Jersey, J. Hauvette-Michelin is a nephew of Edouard Michelin, president of the four great Michelin factories which are located in America, France, England and Italy. Mr. Michelin, who now takes charge of the American interests, is a man of long appetience abroad, both in the manufacture and sale of Michelin tires.

W. M. Haradon has received word that ledia. Camen. Bald is back to his first leve behind the wheel of a Columbia motor car again. The Columbia was Eddie's first motor love, just as the Columbia bleycle was his mount in the days when he was international champion. When Bald first became associated with motoring he sat in racers built for him in the Columbia factory at Hartford, Conn., following an apprenticeship in the plant. Bald's track generalship won him many events and he also drove in one of the record breaking Columbia dashes from Chicago to New York, field is new associated with the accept for Columbia cars in Pittsburg.

Then eits is now his home.

The course of th

no adoved ten days exemption from regciration.

Massachusetts—Registration required anunity; also driving license for owner and
surfeur. Owner's driving license perretualt chaufleur's driving license perretualt chaufleur's driving license good for
ne year from date of issue—the latter
are the for 50 cents. Non-residents exnitt for seven successive days. Nonsident owners may driving to the form of th

At the annual meeting of the Motor Accessory Manufacturers, Inc., held yesterday in this city, the entire list of officials and the old board of directors were rejected for another term. The officers are follows: President, H. E. Raymond, B. F. Goodrich Company; first vice-

president, H. T. Dunn, the Fisk Rubber Company; second vice-president, F. E. Castle, Atwood-Castle Company; third vice-president, C. E. Whitney Wanufacturing Company; tressver, W. S. Gorton, Standard Welding Company; secretary, P. S. Steenstrup, Hyatt Roller Bearing Company, Directors: H. S. White, National Tube Company; D. J. Post, Veeder Manufacturing Company; C. T. Byrne, Bryne-Kingston Company; H. W. Chapin, Brown-Lipe Gear Company; E. S. Fratz, Light Manufacturing and Foundry Company, and L. M. Wainwright, Diamond Chain and Manufacturing Company.

There is much uncertainty as to whether the Wilkesbarre Automobile Club will have snother hill climbing contest up the famous Giant's Despair course on the Wilkesbarre Mountain. This has been an annual event each Decoration Day for the last four years, and Wilkesbarre has first choice for a sanction from the contest board of the American Automobile Association for Decoration Day this year. The members have not yet, however, been able to determine whether they want to give the climb or not, and a special meeting has been called for January 17 to discuss the question and to make a final decision.

Some time ago the makers of Fisk tires conceived the idea of equipping all Fisk branches with air boxes, which are placed on the sidewalk close to the curb for the convenience of motorists. Upon opening the box a subber tube is found which is attached to the tire valve, and a lever and scale regulate the amount of compressed air desired. Keys to these boxes are freely furnished to motorists upon request, some of the company's branches having given out no less than a thousand keys to local owners and drivers, who are able to obtain inflation at any hour of the day or night. At the local branch there is no box outside, the supply being provided from a rubber tube at the rear entrance on Fifty-fifth street owing to the fact that the city will not permit encumbrances on avenue sidewalks and also forbids making repairs or adjustments at the curb. The Fisk company instituted this free air system in the hope of motorists keeping their tires properly inflated without laborious effort and thus adding to the life of the tire.

AUTOMOBILE NOTES.

With the many new designs in automobile body construction seen at the Palace show and in the showrooms along Automobile row it might have been thought that the last word had been spoken in body building. While there is a wide divergence in styles and sizes, with special designs of various makers showing special advantages, it remained for the Rainler Motor Company 40 evolve a touring body combining all the advantages and epitomizing the style of present day tendencies.

There was placed on exhibition in the Rainler showrooms at Broadway and Sixty-fourth street, yesterday an enclosed touring car possessing the attractive lines of the new torpede type of body and at the same time giving all the roomi-

body and at the same time giving all the room body and at the same time giving all the roominess, elegance and comfort of a high grade touring car of conventional lines. Side doors give entrance to the front seats as well as to the ton-neau, and the latter instead of being cramped has comfortable seating capacity for five.

The Rainier chassis and the new close coupled and baby tonneau cars are also on exhibition and have created much admiring interest. The chasses of all the Rainier cars are replicas of the Rainier stock car that won the \$10,000 Atlanta gold trophy in the world's record time of 200 miles in 173 minutes.

Sales of the new Rambler in New York and vicinity, as well as throughout the country, were three times greater during the last three months of 1909 than during any corresponding period in

of 1909 than during any corresponding period in any previous year.

This information has just been announced by E. H. Brandt, manager of the Rambler Automo-bile Company of New York, who is in charge of the exclusive Rambler exhibit new being held in the Rambler Building, Froadway and Sixty-second street. The sales of the new Rambler in 1909 were three timesas large as those in 1908, while the sales in 1908 exceeded those in 1907 by 30 per cent.

In 1908 exceeded those in 1907 by 30 per cent.

In the recent one month Commercial Motor Carcompetition held by the Automobile Club of France the Eisemann marneto scored another triumph. The Saurer truck equipped with the Eisemann high tension system, won each of the four events in which it entered, beating a field of eieven contestants in one of these and repeating its sweeping victory made in the competition of 1908. Each truck in the contest was obliged for run ninety-three miles a day on a fixed schedule and the rules regarding repairs were very rigid and restricted. The Saurer not only won four events, but also received the gold modal offered by the Minister of Agriculture and the silver medal presented by the Minister of Public Works.

Throughout the contest this truck did not once experience the slightest ignition trouble, even though the rules required the use of three forms of fuel at different periods of the contest—gasolene, sicohol and benzoi. Much of the credit for the truck's notable performance is due to the magneto which enabled the motor to fire properly at all times, under all severe road and fuel conditions.

Of the independent exhibits shown in the various salesrooms on Broadway by concerns not identified with either the Licensed Association nor the American Mojor Car Manufacturers Association, that of the new Houpt car has attracted a great deal of attention. It was expected that the Houpt car would be ready for introduction to the public last summer, but it was delayed for more than six months in order to complete the most exhaustive tests. Montague Roberts has done nothing since midsummer but drive the early models over the country seeking the hardest stretches of road he could find in order to subject the car to the severest road strains possible. This has continued without cessation until the Houpt company is ready to show its entire line of 50 horse-power four cylinder cars.

show its entire line of two norse-power four cylinder. cars.

There is a typical chassis shown in the sales-rooms at Slaxy-eighth street and Broadway that gives a good idea of the power and strength of the new car, while on the floor there is shown the touring type and toy tonneau and the limousine and landaulet. Later in the week it is expected that a tourabout and a close coupled car will be shown. Besides the actual cars displayed there is also an interesting gxhibit of parts of the six cylinder 90 horse-power car which is now undergoing the same thorough tests that the four cylinder car has completed. The first six cylinder car is expected on Broadway in March.

car is expected on Broadway in March.

Announcement was made last week of the plans of the Belmont Auto Manufacturing Company, which will shortly produce 300 cars to be known as the Belmont "30." A. L. Kull of New York is general sales manager of the new concern. The line includes touring car. '10y tonneau and "Kah-Rah runabout, also with the same chassis. The chassis has a wheel base of 100 inches, selective type transmission full floating rear axle, dual system of ignition, using either Spilutior for Remy magneto. The radiator is of the Mercedes type and the chassis runs on 36 inch wheels.

At the New Haven factory the prerent capacity is one car a day and will be increased to two a day during February and March. J. H. O'Brien, well known in manufacturing circles, has charge of the construction department. The new Pelmont "30" will not be shown at either of the automobile shows in New York, owing to the fact that the company is too busy getting its 1910 output under way.

One of the features of the 1910 Detroit Electric models shown at the Garden is the powerful countershaft brake, which operates in the far ends of the countershaft that transmits the power from the motor to the driving wheels. The Anderson Carriage Company submitted the brake to a number of unique tests before deciding on its adoption for the 1910 cars. One of the tests was holding the car on a 45 degree slope. Planks were set up at that angle and the car drawn up on them, with a man in the operator's seat. The brake was set and held the car on the steep slope until released.

The countershaft brake is unique in its operation. The driver of the car can cut off the current from the motor and set the brake with one pressure of the foot on the pedal, or the brake can be used independently. Its power is so great that the car can be stopped dead almost on the instant, but the exertion is no greater than required with an ordinary foot brake. One of the chief advantages of the Detroit countershaft brake is that it requires no electric current for its operation, and not working on the motor, does no harm to the most important mechanical parts of an electric car.

The Cadillac exhibit at the Garden Show consists of five complete cars, an open chassis, with parts of the motor, transmission, universal joint, steering gear, &c., cut away, operated by an electric motor. In addition there is a large assortment of finished parts. The Cadillac Thirty, the latest production of the company, is shown with five types of bodies, viz., five passenger touring car, four passenger demi-tonneau, three passenger roadster with rumble seat, seven passenger immousine and two passenger coupe.

The motor is the four cylinder four cycle type with cylinders cast singly and fitted with copper water, jackets. Pynamometer tests show the motor to develop 33 horse-power. It is water cooled. The radiator is of the vertical tube and plate type, the air draught augmented by a ball bearing revolving fan. There are two ignition systems: one, low tension magnete, the other Deico four unit coil, with controlling relay, drycell current. Two sets of spark plugs. The lubrication of the motor is by automatic splash system. The carbureter is the float feed type, Cadillac design and nake. The transmission is the selective type of sliding gear with three speeds forward and reverse.

In addition to its display at the Garden show

In addition to its display at the Garden show the Matheson company will have a show of its own in the salesrooms of the company at Broadway and Sixty-second street. At the Garden show there are two pollashed chasses of the different 1919 models. a four cylinder and a six cylinder car, each developing 50 horse-power. There are three six cylinder fitted cars on view, a toy tonneau, a touring car and a limousine. The 1910 models follow on the same general lines as the 1809 cars, with a few minor improvements. The Matheson firm has made a practice from its inception to embody such improvements as are made in the cars from time to time in the current model rather than introduce them into succeeding models.

main floor two 30 horse-power models, the chas-ses of which are duplicates of the cars that won the National Stock Chassis race at Lowell, Mass., and the twenty-four hour race at Brighton Beach astseason are shown. These are fitted with hand-some touring and itmousine bodies, in addition to which a 90 horse-power chassis, of the type that won the last Fairmount Park road race is displayed.

SCOTS IN ROARIN' GAME

CURLERS PLAY FOR FIRST TIME

-Isalah Frazier Takes Hoagland Flag for Skip With Highest Majority.

THIS SEASON. Merry Bonspiel for Dalrymple Medal South Beats the North by 72 to 67

Brithers A'" curlers from the heathy hills of Scotland met yesterday in the for-tieth match for the Dalrymple medal between the North and South. The scene of the conflict was Van Cortlandt Lake and four rinks made up the bonspiel. A bigge crowd would have gathered but there was some hitch with the Park Department, the report being in the forenoon that the match was postponed. However, the affair was patched up and the curlers took the ice an hour behind the scheduled time. In ice an hour behind the scheduled time. I order to play out the full tally of seventee ends the last shot took place in the dar and the players had to keep lighting match to locate the tee. The ice was goo though rough here and there and when it last "stane" went "roarin' doon" the gle ice it was found that the South had we by five shots, the grand total being 72 to 6. It is customary for the medal to go to the ighest officer on the winning side, but a there was no officeholder present the troph will remain in the custody of the Gran National Curling Club. The Hoaglan flag, awarded to the skip having the higher majority over an opponent, was won

flag, awarded to the skip having the highest majority over an opponent, was won by isaiah Frazier, who beat Bob Lauder, the opposing skip, by fifteen shots. The Kirkpatrick medal for the skip with the second highest majority resulted in a tie. R. Boyd and Willie Stuart both scored fourteen shots over their opponents and neither will hold the medal.

Among those who played were some veterans, the oldest being George Grieve, who played as far back as 1895. Isaiah Frazier's acquaintance with the game is mearly as old. After three rinks had been tallied it was found that the North was in the lead by nine shots, but such a rink as Bob Boyd, Tom Nicholson, Willie Smith and Forrest Macnee rolled up twenty-six for the South to twelve for the North and that settled the hopes of the "Hielan' men." RINK NO. 1.

1-	D. G. Morrison.	Forrest Macnee.
1-	G. Grieve.	W. H. Smith
n	D. McKaskell,	Tom Nicholson.
of	Aleck Fraser, skip-12	R. Boyd, skip-26
	RINK	NO. 2.
	G. Duff,	S. Brown
	J. Stalker.	G. Brown.
٤,	S. A. Peene.	H. Mitcheil.
8	J. Leslie, skip-10	W. Stuart, skip 24
r	RINK NO. 3.	
1-	J. Nesbitt.	W. Cuthbertson,
f ~	Lieut. J. Pepper.	G. Turnbull,
	Licut, P. J. Gumarun.	J. Goode.
-	Isaiah Frazier, skip-25	R. Lauder, skip-10
8	RINK NO. 4.	
**	J. W. Stalker, Jr.,	A. Gillies.
d	W. McKeller.	
n	W. McKeller, W. Archibald.	W. MacFarlane.
	H. Archiba'd, skip- 20	W. Milligan, skip-12
	H. Archibald, skip— 20 Grand total—South, 7	9. North 47 Ilmuine
2	trand water South, /	a, north, or Cmpire-

XAVIER A. A. GAMES. Collins Defeats Obermeyer in the Three

The Xavier A. A. held its annual indoor neet at the Twenty-second Regiment Armory last night before a large crowd principally composed of friends of the Cherry X. The best race of the night was the three mile handicap with George Obermeyer of the National A. C. and Tom Collins, Irish A. A. C., on the scratch mark. A field of about sixty started, but the interest for the spectators was the duel between Collins and Obermeyer. There was nothing to choose between the pair for a mile or so only that they overhauled the handicap men in twos and threes. For a little part of the second mile Obermeyer showed the way to Collins, but the Irishman shot by his opponent a little before the mile and a half post was reached. From that to the finish Collins drew away at every lap, finally winning by about 150 yards.

The 440 yard novice showed that the Xaviers have a first rate youngster in Edward Ritter, who won in the cracking good time of 54 4-5 seconds.

He picks himself up in great style and all he needs is a little time and experience to place him among the top notchers.

In the handicap events there was a bit of reformation seen. That is each event had a scratch man and the patient public at last could form some idea of the merits of the performance. Heretofore the men were handicapped from a record or championship performance, and only very rarely was a scratch man seen on the mark. Those who were at the sports last night hoped that the old custom was gone forever.

The summary:

70 Yard Novice—Final heat—Won by T. F. Gargens, Seventy-first Regiment, Second; D. J. Ferris, Loughin Lyceum, third. Time, 8 seconds.

70 Yard Handicap—won by F. J. Reynoids, Acora A. A., 14 feet; John J. Eller, Irish A. A. C., 11 feet, third. Time, 7 1-5 seconds.

Three-quarter Mile Run; Handicap—Won by R. J. Egan, unattached, 16 yards; Matt Gelss, unattached, 19 yards, second; B. Sllbernagei. Cherry X. The best race of the night was

3 feet, second; G. F. Morrissey, Pastime A. C., 13 feet, third. Time, 1-5 seconds.

Three-quarter Mile Run; Handicap—Won by R. J. Egan, unattached, 16 yards, fatt Gelss, unattached, 16 yards, second; R. Silbernagel, Mohawk A. C., 45 yards, third. Time, 3 minutes 12-5 seconds.

300 Yard Run; Handicap—Won by W. D. Koch, Pratt Institute, 14 yards; J. B. Haller, Irish American, 16 yards, second; Carl Walther, New York, A. C., 8 yards, third. Time, 35 seconds.

440 Yard Run, Novice—Won by Edward Ritter, Naver A. A.; Airred W. Wynne, Central A. A., second; F. P. Miller, Knights of St. Anthony, third. Time, 34-5 seconds.

Three Mile Run, Handicap—Won by T. J. Collins, Irish American A. C., scratch; G. J. Obermeyer, National A. C., scratch, second; H. Lewis, Scott, St. Patrick A. C., 100 yards, third. Time, 14 minutes 52 seconds.

One Mile Relay, Handicap—Won by West Side Y. M. C. A., scratch, with Finneran, Grant Schnabel, Trerise; Xavier A. A., scratch, second, with Nichols, Henry, Lohse and Heiland; McCaddin Lyceum, 50 yards, third, with Wallace, Jones, Farengo, Colling, Time, 3 minutes 35 seconds.

JACKSONVILLE RACES. Lady Irms, Finely Ridden by Powers

JACKSONVILLE, Fla., Jan. 8.-Close finished were the rule at Moncrief Park this after-noon. Spellbound and Lady Irma's vic-

were the rule at Moncrief Park this afternoon. Spellbound and Lady Irma's victories being a matter of a few inches. Lady Irma took the Capital Handicap, for three-year-olds and upward, at six furlongs, because of Powers's brilliant horsemanship. Lady Irma appeared beaten at the sixteenth pole, but Powers seemed to almost carry her from there to the finish, where she was just a nose before the fast coming Charlie-Eastman. The race was run in track record time for six furlongs of 1:12 4-5. The previous best figures were 1:13 3-5. Four tavorites won.

The summaries:

First Race—Quarter of a mile—Tallahasse, 118 (Howard), 9 to 10, won; Clay, 118 (Troxier), 9 to 1, second: Lady Ormicant, 115 (Powers), 7 to 1, third. Time, 0:23. Carbaneer, Defler, Kentucky Rose. Decency, Agnes May, Jack Denman, Fatheride, James Mc., Bendaga, Yuletide, Capsize and Renovator also ran.

Second Race—Five and a half furlongs—Spellbound 107 (Howard), 9 to 3, won; Chille, 102 (S. Davis), 13 to 5, second; Camel, 100 (Hannan), 30 to 1, third. Time, 1:97. Baby Willie, Gold Dust, 101 (Howard), 9 to 2, won; Chille, 102 (S. Davis), 9 to 2, won; Roseboro, 107 (Obert), 9 to 2, second; Grande Dame, 102 (Ganz), 8 to 8, third. Time, 1:28 1-5. Mary F. and Petulant also ran.

Fourth Race—Capital Hand cap; six furlongs—Lady Irma, 113 (Powers), 2 to 1, won; Charlle Eastman, 115 (G. Burns), 4 to 1, second; Bowger Red. 109 (Ganz), 11 to 2; third. Time, 1:12 4-5. Rialto, Centre Shot and Abrasion also ran.

Fifth Race—One mile—Campalgner, 111 (Nicol), 7 to 1, won; Cowen, 112 (Musgrave), 9 to 2, second; 2 (Musgrave), 9 to 2, second; also ran.

Sixth Race—One mile and a quarter—Oberon 112 (Powers), 2 to 1, won; Elgin, 104 (Howard), 2 to 1, won; Elgin, 104 (Howa also ran.
Sixth Race—One mile and a quarter—Oberon
12 (Powers), 2 to 1, won; Eigin, 104 (Howard
12 to 1, second; Billy Pullman, 106 (Gans), 16 to third. Time. 2:08 2-5. Mamle Algol, County
Clerk and The Earl also ran.

AGAINST LONG SCHEDULE. Barney Dreyfuss Will Move to Amend It to 154 Games.

PITTSBURG, Jan. 8 .- Barney Dreyfuss president of the Pittsburg club, is so opposed to a 188 game schedule that he will

opposed to a 168 game schedule that he will draw up a 154 game schedule to present to the schedule committee when the committee meets in Pittsburg on January 24, and he hopes to have it adopted. Dreyfuss voted for the long schedule at the New York meeting so as to make him eligible to put a motion to have the schedule reconsidered at the spring meeting. Dreyfuss acid:

"Baseball is a dead*proposition after the last week in September unless two clubs are fighting neck and neck for the pennant. At leastaix clubs are sure to lose by the present plan, and possibly eight clubs. The weather is bound to be bad for baseball, and the fans are ready to turn their attention to football. It will be impossible to give the Western clubs any more Sundays, for they will have to spand enough time in the East to use up the extra dates.

Then there is the probability of more conflicts with the American League clubs, which should be lessened instead of being increased."

A Wonderful Business Story

We have told in a book-which we ask you to send for-one of the greatest business stories ever told. A story of how John N. Willys stepped in two years to the topmost place in motordom. Of how Overland automobiles rose in 24 months to this year's sale of \$24,000,000. How a factory has grown like magic to a payroll of 4,000 men-to a daily output of 30 carloads of automobiles. And how a large part of the demand of the country has been centered around one remarkable car.

The Discovery

Here is an outline of the story-just enough to make you want it all:

Two years ago. Mr. John N. Willys was a dealer in automobiles. There came to him one day a remarkable car—evidently the creation of a mechanical genius. The simplest, sturdiest, smoothest-running car that anyone around there had seen.

The name of the car was the Overland. And the price—then, \$1,250—was as amazing as the car itself.

The sale of this car spread like wildfire. Each car sold brought a call for twenty others like it. Old and new motor car owners came by the score to deposit advance money-attracted by the Overland's matchless simplicity.

But the cars did not come. And when Mr. Willys went to the makers he found them on the verge of receivership.

The genius which had created this marvelous car could not finance the making in the face of the 1907 panic.

The New Start

Mr. Willys in some way met the overdue pay roll-took over the plant-and contrived to fill his customers' orders.

Then the cry came for more cars from every place where an Overland had been As the new cars went out the demand became overwhelming. The factory capacity was outgrown in short order. Then tents were erected.

Another factory was acquired, then another; but the demand soon outgrew all

During the next fiscal year these factories sent out 4,075 Overland cars. Yet the demand was not half supplied.

Dealers fairly fought for preference. Buyers paid premiums. None could be content with a lesser car when he once saw the Overland.

All this without advertising. About the only advertising the car ever had was what users told others.

The Pope-Toledo Plant

Mr. Willys' next step was to buy the Pope-Toledo factory—one of the greatest automobile plants in the country. This gave him four well-equipped factories-just 16 months from his start.

But the Toledo plant wasn't sufficient. So he gave his builders just 40 days to complete an addition larger than the original factory.

Then he equipped these buildings with the most modern machinery-with every conceivable help and convenience—so that cars could be built here for less than anywhere else

Now 4,000 men work on Overland cars. The output is valued at \$140,000 per day. The contracts from dealers for this season's delivery call for 20,000 cars.

Now this man has acquired 23 acres around his Toledo plant. And his purpose is to see-from this time on-that those who want Overlands get them.

Marvelous Sales

Dealers had ordered 16,000 of the 1910 Overland models before the first car was delivered. That means that each Overland sold the previous year had sold four others like it.

And without any advertising. This year's Overland sales will exceed

\$24,000,000. Yet the Overland is but two

The \$1,000 Overland

This year an Overland-better than last year's \$1,250 car—is being sold for \$1,000. That is because the tremendous production has cut the cost 20 per cent.

A 25 horsepower car, capable of 50 miles an hour, for \$1,000, complete with lamps and magneto. Never did a maker give nearly so much for the money.

There are higher-powered Overlands for \$1,250 \$1,400 \$1,500. They are just as cheap in comparison as the \$1,000 model. The Overlands are unique in simplicity.

They operate by pedal control. A ten-year-old child can master the car in a moment. They are made in the same factory, and

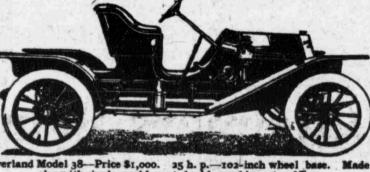
by the same men as made the Pope-Toledo -a \$4,250 car. The reason for the price lies in the production of 125 cars per day.

Get the Whole Story

Send me this coupon to get the whole story, told in a fascinating book. Learn about the car which in two years captured so large a share of the whole trade of the country. See what has done this-what there is in the Overland to make it the most desired car in existence. Please cut out this coupon now.

F. A. Barker, Sales Manager, The Willys-Overland Company

Please send me the book.

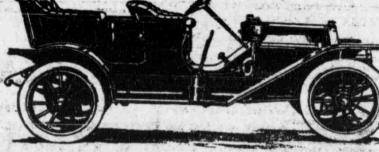


Overland Model 38—Price \$1,000. 25 h. p.—102-inch wheel base.

also with single rumble seat, double rumble seat and Toy

Tonneau at slightly additional cost.

fagneto and full



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FOR EFFICIENCY, BEAUTY OF TONE AND PRICE IT BEATS THE WORLD

NEW CRICKET LEAGUE.

Clubs Owning Their Own Grounds Are Organizing for Play.

It is the plan of members of several cricket lubs in the vicinity of New York to organize a new cricket league to be comprised of clubs that have private grounds where they play their at home matches. A meeting was held at the Hermitage to discuss the advisability of forming such an organizaorganizations, as follows: W. A. W. Melville, D. G. Humble, W. M. Parker of the Bellevue C. C., C. E. Marshall, E. Beecroft, A. H. Walrond, Bensonhurst C. C.; C. H. E. Griffiths, H. Manley, M. R. Cobb, Staten Island C. C.; F. P. Rodgers, J. S. Bretz, W. H. Rutty, F. F. Kelly, H. Martin, New York Veterans C. A.; J. T. Johnstone, M. J. Beazley and W. D. Andrews, Crescent Athletic Club.

J. Beazley and W. D. Andrews, Crescent Athletic Club.

Henry Martin was appointed chairman of the meeting, while W. D. Andrews acted as secretary. After a long discussion, in which all the delegates joined, the following resolution was moved by J. S. Bretz and seconded by C. E. Marshall:

"It is the sense of this meeting that the organization of a cricket league composed of clubs in New York city and vicinity having private grounds will be for the best interests of the game, and the delegates present, representing Staten Island C. C., Bensonhurst C. C., Bellevue C. C., New York Veterans Cricket Association and the Crescent Athletic Club of Brooklyn, hereby give such organization.

"That the secretary of this meeting be authorized to address a letter to the secretaries of the alorementioned clubs outlining the plans discussed for the organization of two league sections and naming the club elevens which, it is the sense of this meeting, shall comprise said sections, and to report the actions of their respective clubs at a further meeting, to be held at the Hermitage, Forty-second street, New York, on Wednesday evening, January 28, at 8 o'clock."

It was thought advisable by the delegates present that two sections could be formed and that each comprise five teams, as follows: First section, Bensonhurst C. C. team A, Bellevue C. C. team B, Bellevue C. C. team B

Manual Training Takes a Game From Erasmus Hall.

Erasmus Haii dropped a basketball game to Manual Training High School at the Fourteenth Regiment Armory last night by a score of 35 to 24. All the Manual team took a hand in the scoring. The number of fouls called was rather large.

Baker Electrics



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SPACE 55

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Lush Again to Coach Tale Nine.

Annapolis, Jan. 8.—A contract to coach the Vale baseball men for the season of 1910 has been signed by Billy Lush, the professional baseball player who is now handling the baseball squard at the Naval Academy. For a time it was thought

Penn Outclasses Gettysburg PHILADELPHIA, Jan. 8. Cettysburg

no match for the University of Penns vania backetball team to-night, and the visitors were defeated by the overwhelming